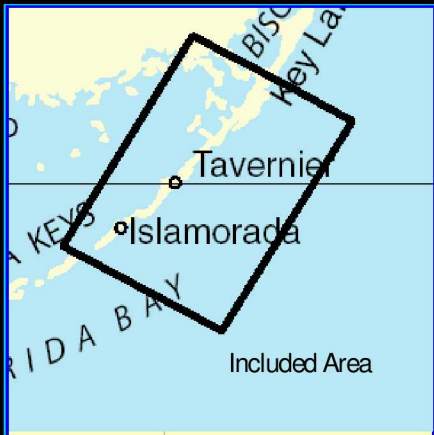


BookletChartTM

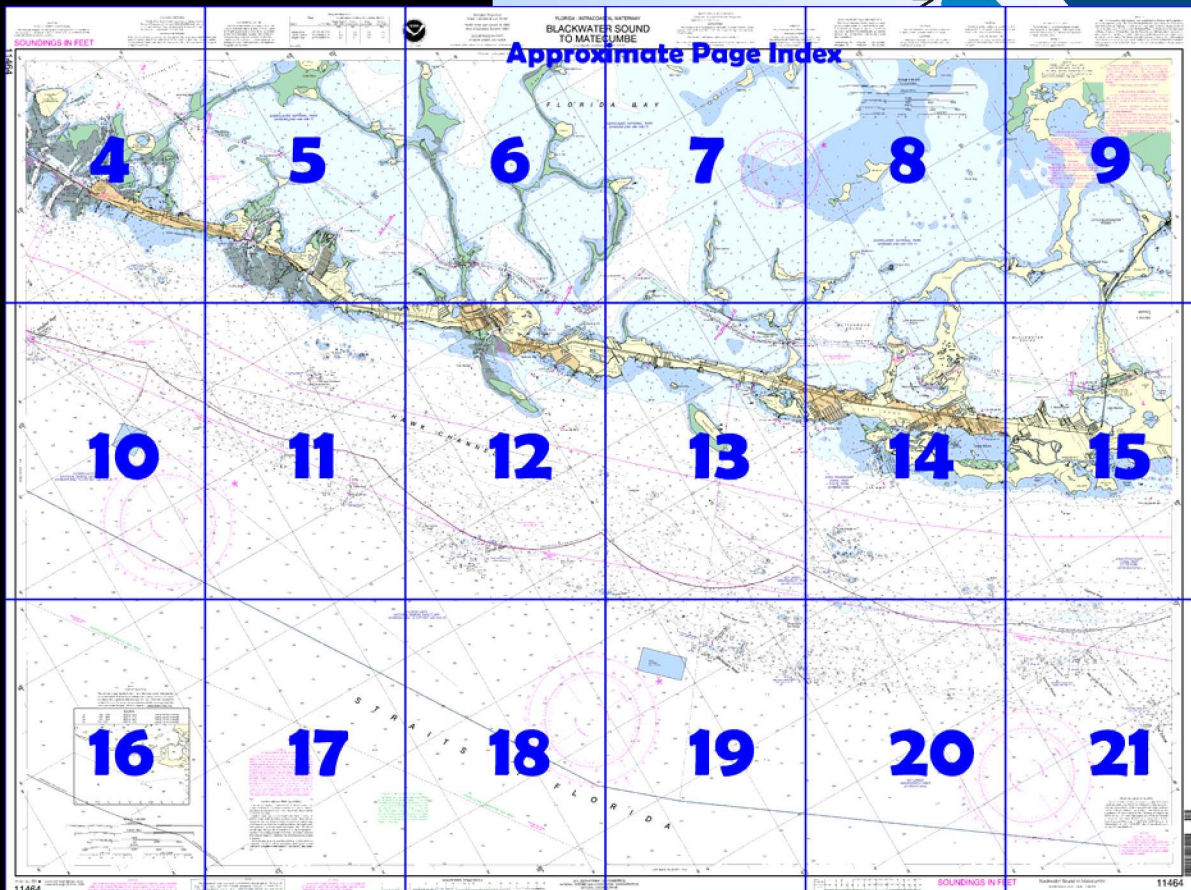
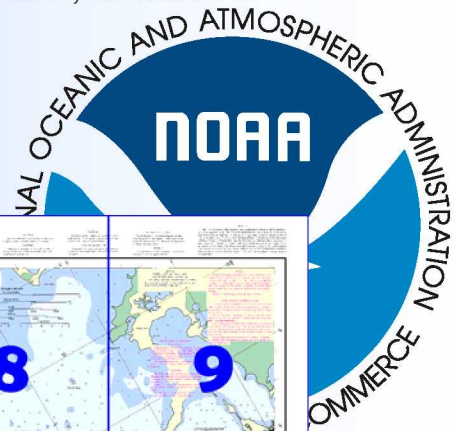
Blackwater Sound to Matecumbe

(NOAA Chart 11464)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

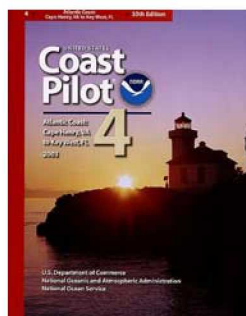
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 12 excerpts]

(617) Near the south end of Barnes Sound the waterway enters **Jewfish Creek, Mile 1132.8**. The bridge crossing the creek at **Cross Key, Mile 1134.1**, has a clearance of 11 feet at the center. The bridgetender monitors VHF-FM channel 13 on weekends and holidays. On the southwest side of the bridge are three marinas with more than 70 berths. Electricity, gasoline, diesel fuel, water, ice, launching ramp is available.

(618) The waterway continues southward into

Blackwater Sound, a body of water that has depths of 7 to 8 feet in the center. A cut leads from Blackwater Sound into the southern part of **Lake Surprise**. The depth in the dredged cut was 4 feet. A boatyard is on a canal that extends eastward from the lake 0.4 mile east of the cut. Lake Surprise was an excellent harbor of refuge, used frequently as an overnight anchorage by small craft. A marina at the southeast end of

Blackwater Sound has gasoline, diesel fuel, water, ice, marine supplies, and storage facilities.

(620) The waterway follows an east-to-west course across Tarpon Basin and on the west side exits through **Grouper Creek** into **Buttonwood Sound**; in the eastern end of the creek, the deepest water is close to the south bank. Tarpon Basin is reported to offer good shelter from winds from any direction, but the holding ground is poor with thick grass over the bottom.

(621) From Buttonwood Sound, which has a depth of 5 to 7 feet, the Waterway follows **Baker Cut, Mile 1143.0**, into **Florida Bay**. The route across the bay crosses many bars and is well marked by lights and daybeacons.

(622) A protected area of the **Everglades National Park** is in the northern part of Florida Bay. Landing on the beaches or keys of this area without the authorization of the Superintendent of the Everglades National Park is prohibited, except on those beaches or keys marked by a sign denoting the area as being open.

(623) **Community Harbor**, a bight on the southerly end of Key Largo, is the bayside waterfront of **Tavernier**. The entrance is marked by daybeacons and stakes. The depth to the wharf was 3 feet. A marina at the southern end of the harbor has berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies.

(624) **Tavernier Creek**, just westward of Tavernier had a depth of 4 feet to Hawk Channel and is frequently used by local fishing craft. The south entrance to the creek is marked by a light and daybeacons, and the north entrance is marked by daybeacons. A submerged obstruction was reported 0.25 mile northeast of the light. A bridge near the southern end of the creek has a clearance of 15 feet. Strong currents may be experienced in the vicinity of the bridge, particularly during spring tides. A bridge with a clearance of 15 feet was under construction north of the existing bridge. Gasoline, diesel fuel, water, ice, and some marine supplies are available at the small-craft facilities near the bridge.

(625) **Cross Bank, Mile 1152.5**, is crossed by **Cowpens Cut**, a straight dredged channel marked by lights and daybeacons.

(626) At **Mile 1155.0**, in **Cowpens Anchorage**, there are marinas where berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. The reported controlling depth to the anchorage was 6 feet.

(627) **Snake Creek**, 1.3 miles south of **Mile 1156.0** between **Plantation Key** and **Windley Key**, is used by local fishing boats as a passage between the bay and the ocean. The depth through the creek was 4 feet. The entrance to the creek from the ocean side is marked by daybeacons and a light. On the north side of the bridge there is a small marina and a fishing camp. Gasoline, engine repairs, water, ice, some marine supplies, and a launching ramp are available. Currents are strong through the creek, and especially at the bridge. Gasoline, water, and ice are available at the wharf at the ocean entrance on Windley Key.

(628) **Islamorada Coast Guard Station** is on the east side of Snake Creek at 24°57.2'N., 80°35.2'W.

(629) **Windley Harbor**, 1.7 miles south of **Mile 1157.2**, is a good but seldom used refuge that is well protected from all directions. **Whale Harbor Channel**, west of **Wilson Key**, is marked by a light and daybeacons. The channel had a depth of 5 feet. Two bridges over the channel have a least clearance of 12 feet vertical. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available at Windley Harbor.

(630) **Upper Matecumbe Key** is 2 miles southeast of **Mile 1160.0**. **Islamorada** is on the key. The **Florida Key Memorial** is in about the middle of the key.

(631) Three marinas are about in the center of the key on the northwest side.

(632) At **Mile 1160.7**, the waterway passes through **Steamboat Channel**, a dredged cut through **Shell Key Bank**. The channel in the cut is marked by lights and daybeacons.

Table of Selected Chart Notes

Corrected through NM Apr. 22/06
Corrected through LNM Apr. 18/06

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

NOTE E

PROHIBITED AREAS

(Areas to be Avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

Mercator Projection
Scale 1:40,000 at Lat. 25°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding southwestward.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

The daybeacons are privately maintained and positions are approximate.

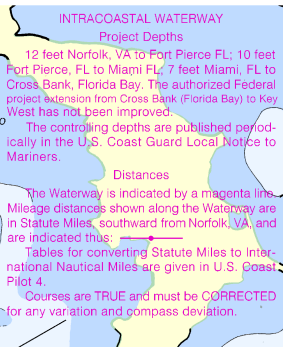
For Symbols and Abbreviations see Chart No. 1

CAUTION

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line³⁷ highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)	Mean Higher High Water			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	(LAT/LONG)	feet	feet	feet	feet
Garden Cove	(25°10'N/80°22'W)	2.4	2.3	0.2	-1.5
Tavernier Harbor	(25°03'N/80°31'W)	2.4	2.2	0.2	--
Alligator Reef	(24°51'N/80°37'W)	2.2	2.1	0.2	-1.5

(Feb 2006)

**CAUTION
BASCULE BRIDGE CLEARANCES**

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 163).

SHOALS AND PASSES

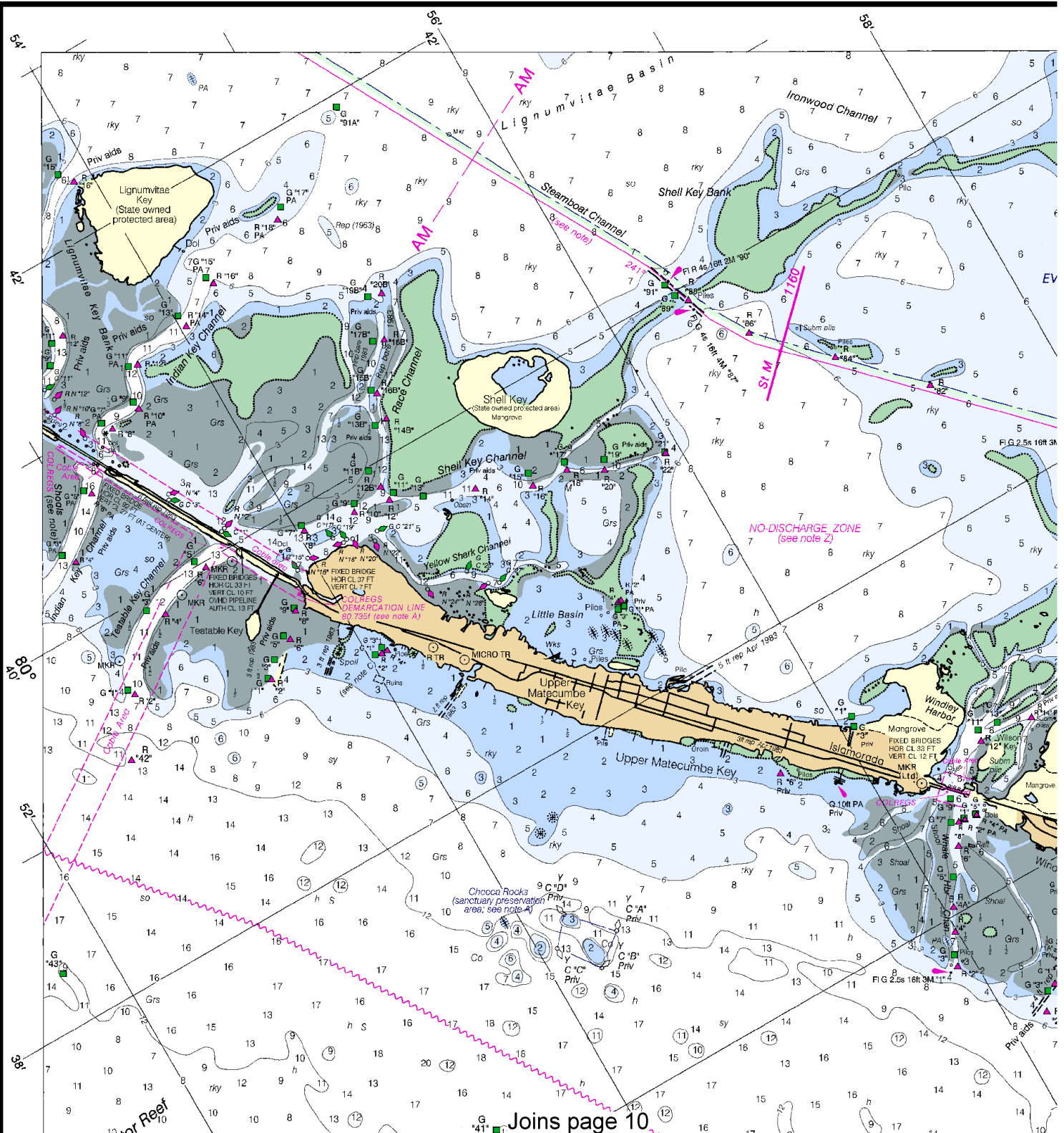
Mariners are advised to use caution. The shoals (dark blue areas) and passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent change in position.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

SOUNDINGS IN FEET

11464



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



4

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Garden Cove (25°10' N/80°22' W)	2.4	2.3	0.2	-1.5
Tavernier Harbor (25°03' N/80°31' W)	2.4	2.2	0.2	---
Alligator Reef (24°51' N/80°37' W)	2.2	2.1	0.2	-1.5

(Feb 2006)

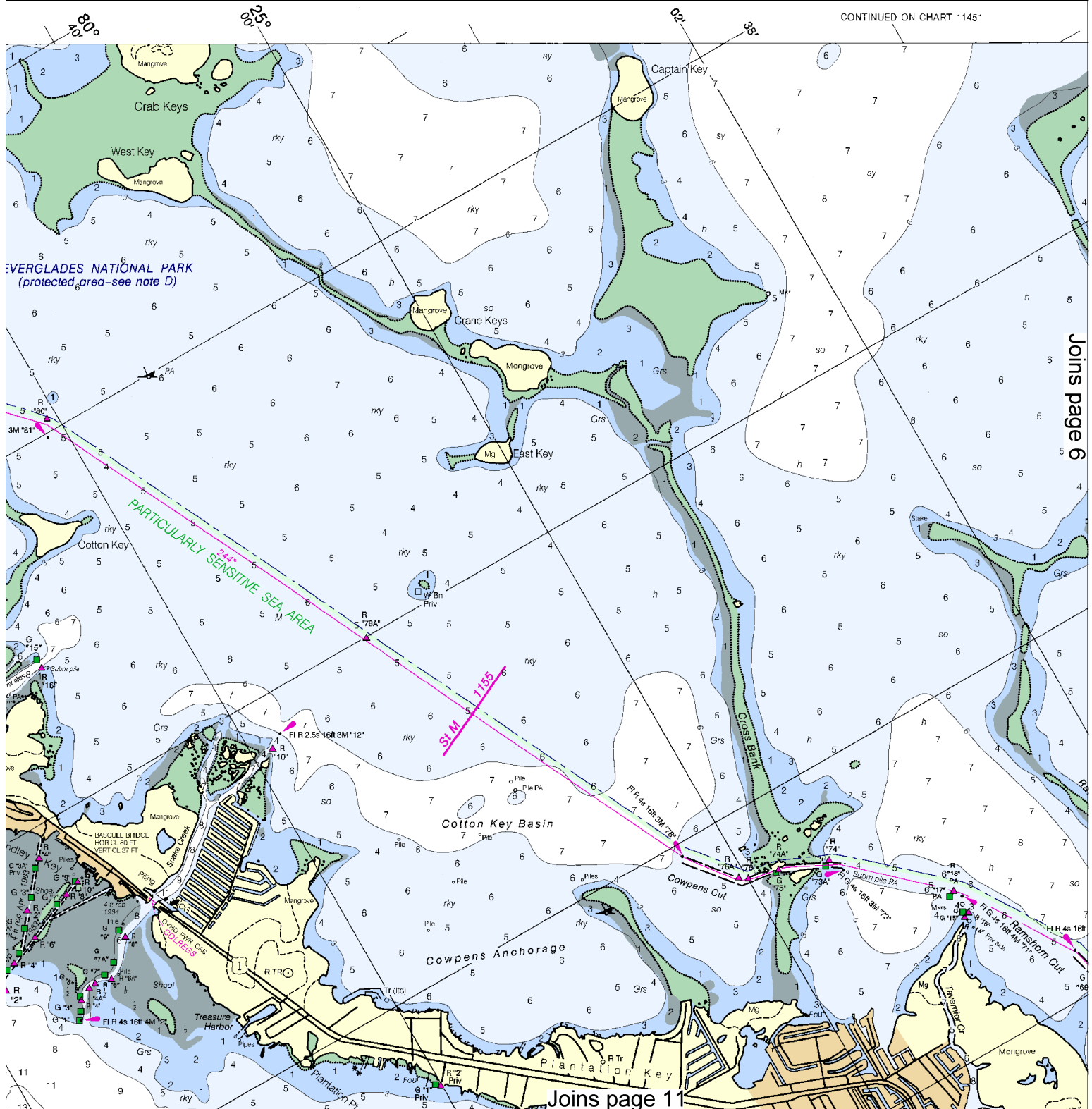


Mercator Projection
Scale 1:40,000 at Lat. 25°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

FORMATION
Eight referred to datum of soundings (MLLW)

High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
2.4	2.3	0.2	-1.5
2.4	2.2	0.2	---
2.2	2.1	0.2	-1.5

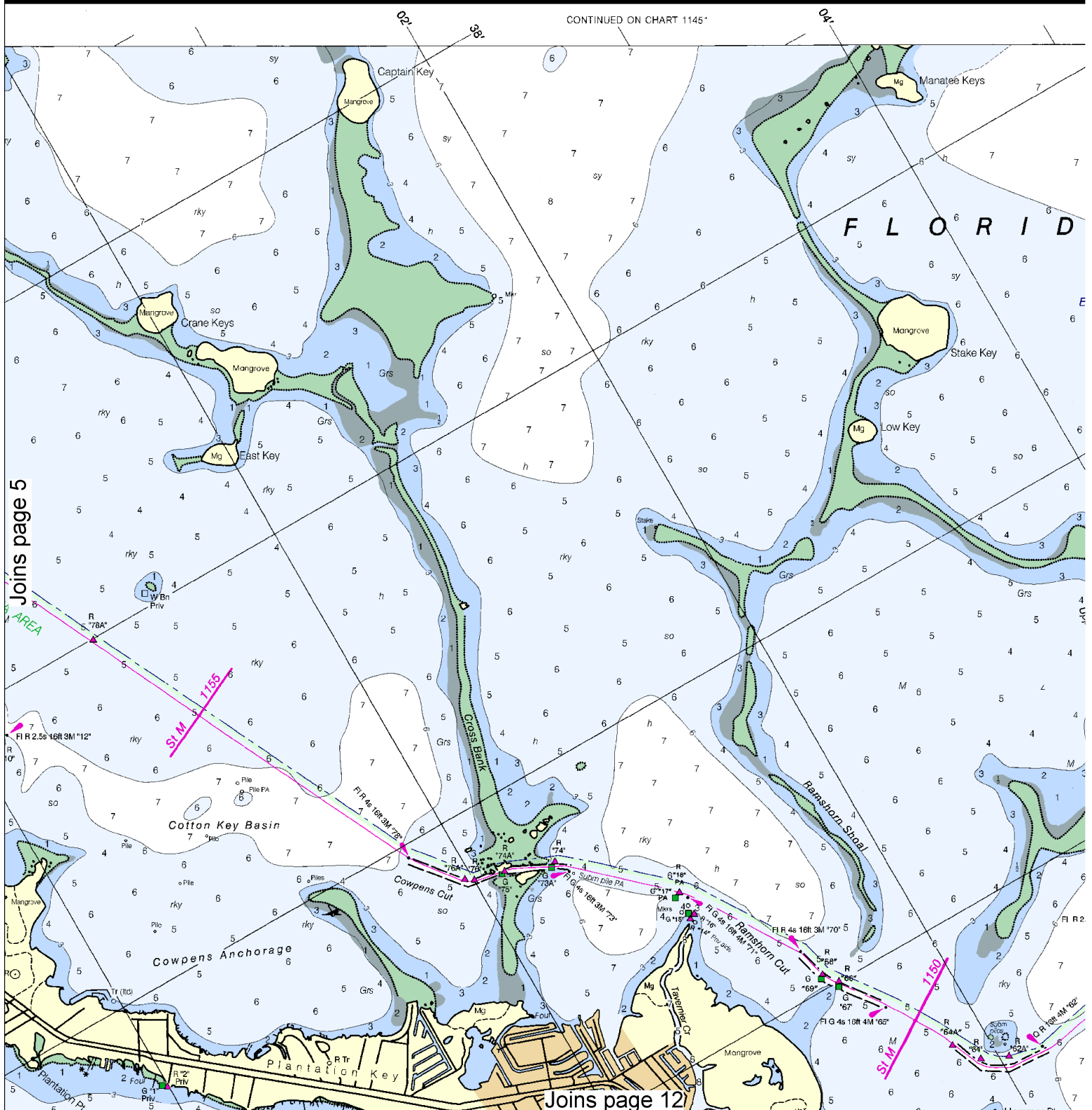


Mercator Projection
Scale 1:40,000 at Lat. 25°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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FLORIDA - INTRACOAST
**BLACKWATER
TO MATEC**
Formerly C&GS 850, 1st Combined Ed.



6

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



INTRACOASTAL WATERWAY

FLORIDA SOUND CUMBE

dated, Apr. 1959 KAPF 2329

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important
supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, and U.S.
Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

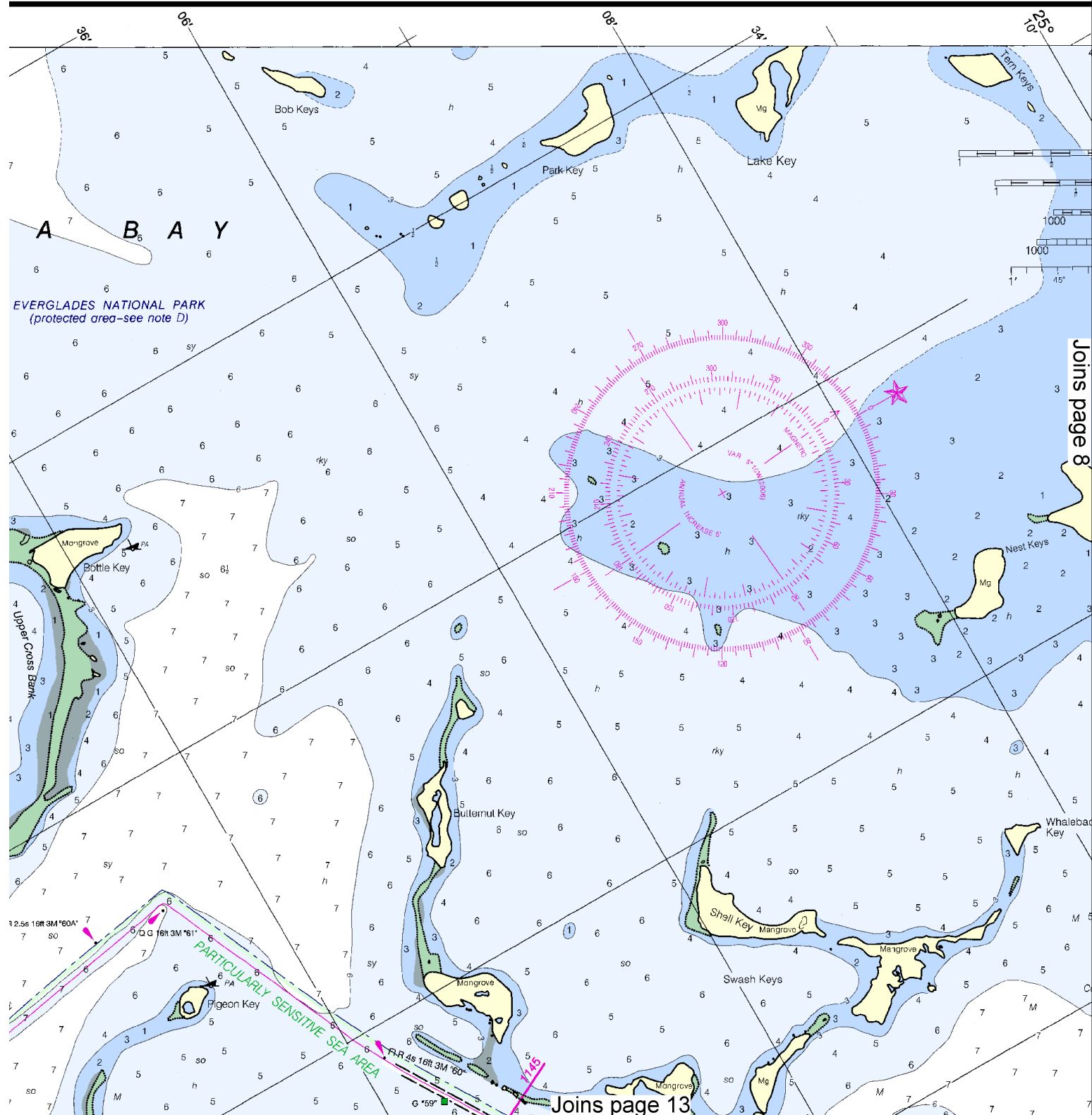
CHANNEL MARKERS

Reflectors on daybeacons and buoys along the
Intracoastal Waterway are green on the
left-hand and red on the right-hand side when
proceeding southwestward.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station
below provide continuous weather
The reception range is typically
nautical miles from the antenna site
as much as 100 nautical miles for
high elevations.

Teatable Key, FL WWG-60 1
Princeton, FL WNG-663 1



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

7

Consult U.S. Coast Pilot 4 for important supplemental information.

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

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Demarcation lines are shown thus: - - - -

Heights in feet above Mean High Water.

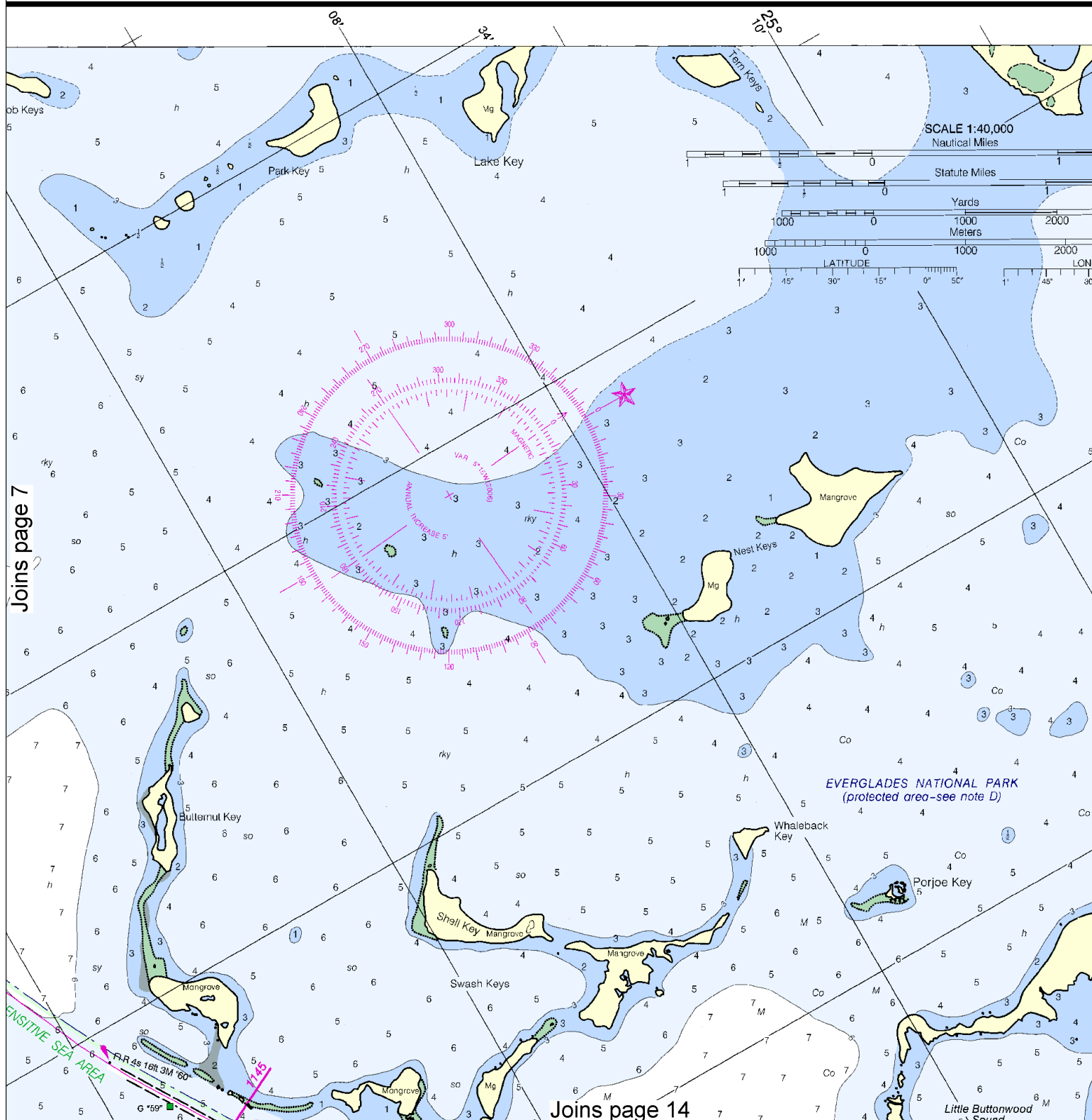
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Teatable Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz

Improved channels shown by broker
subject to shoaling, particularly at the e

Temporary changes or defects in navigation are not indicated on this chart. Local Notice to Mariners.



Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

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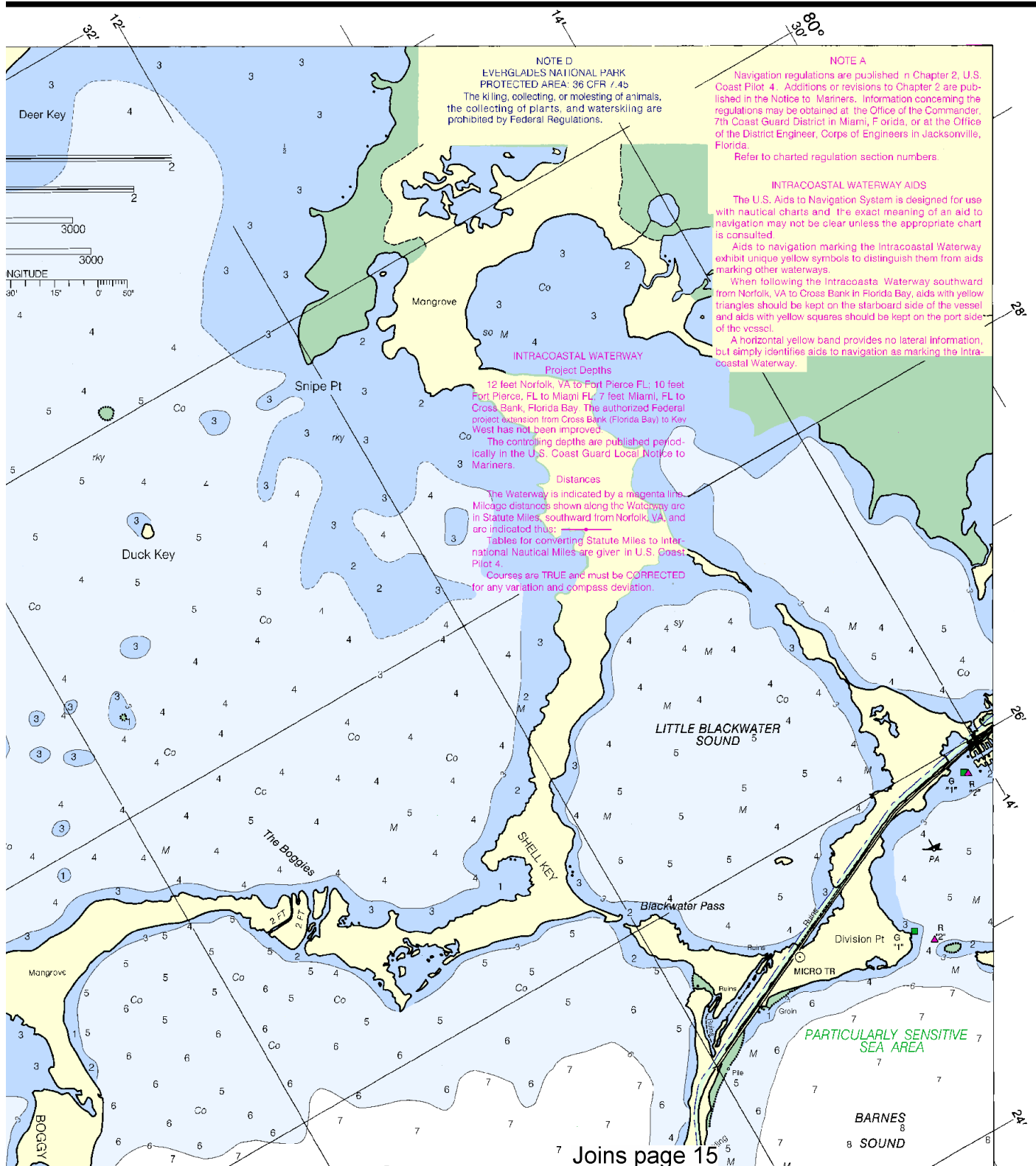
CAUTION
Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

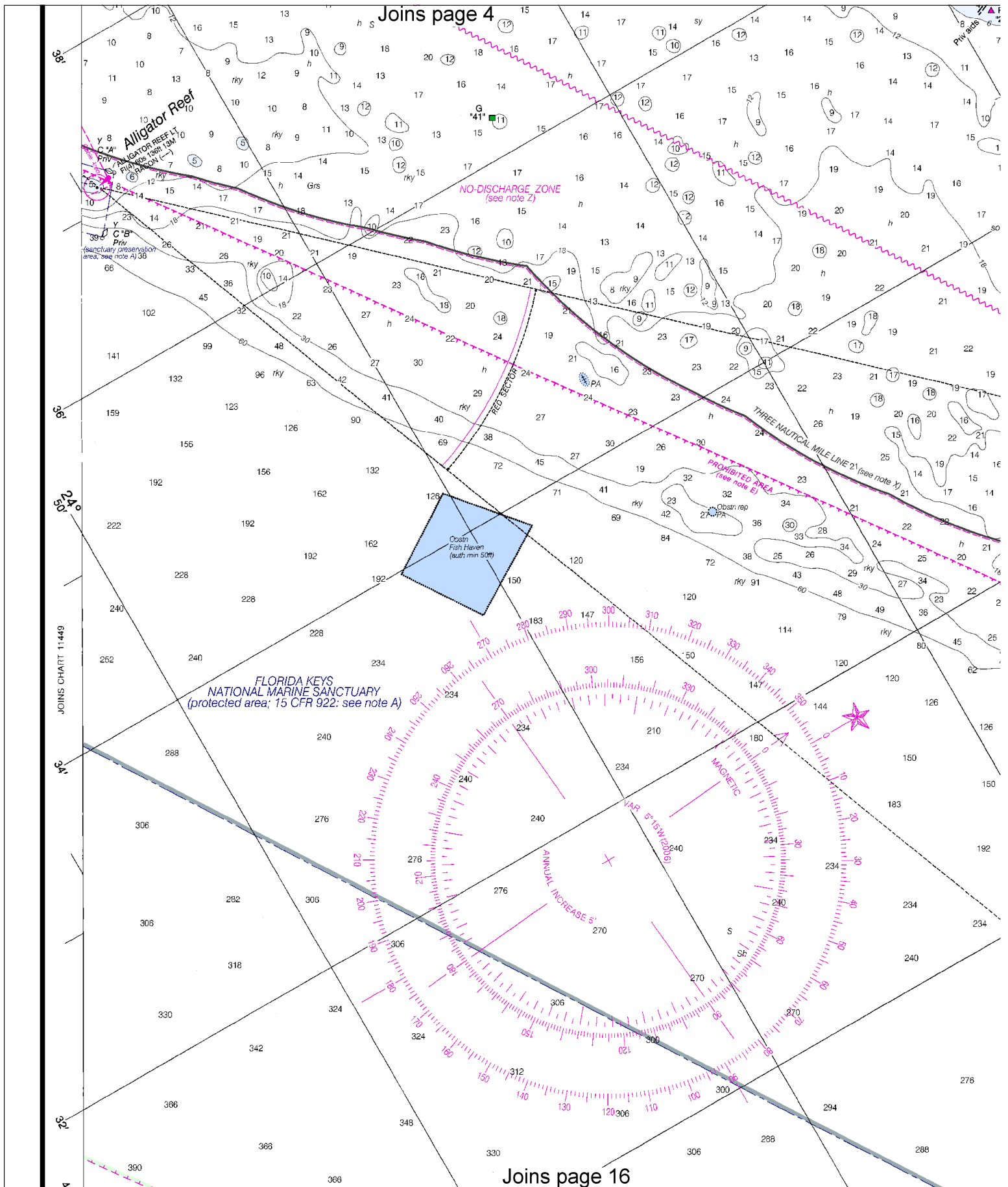
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C
The daybeacons are privately maintained and positions are approximate.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



Joins page 4



Joins page 16

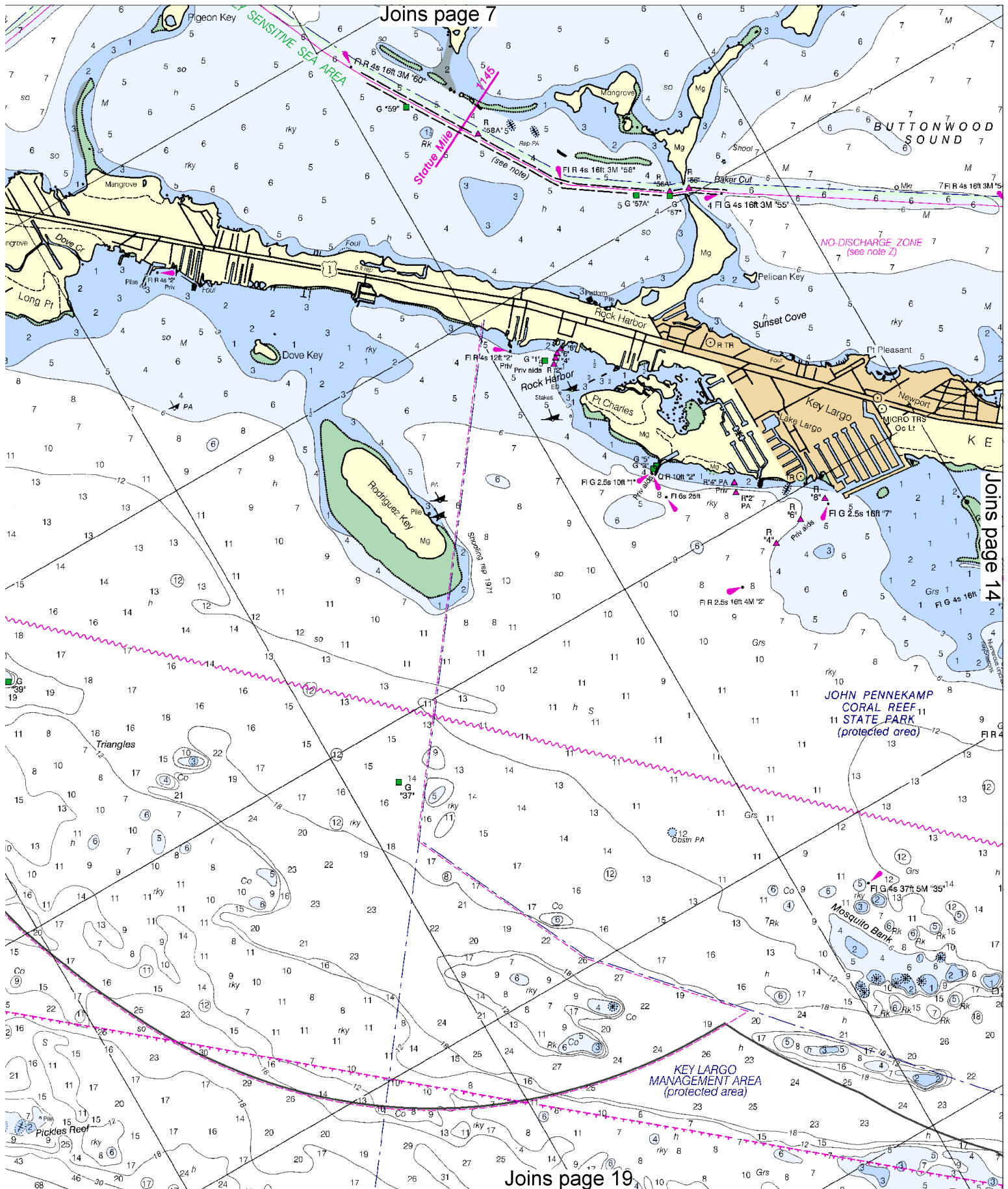
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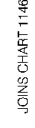
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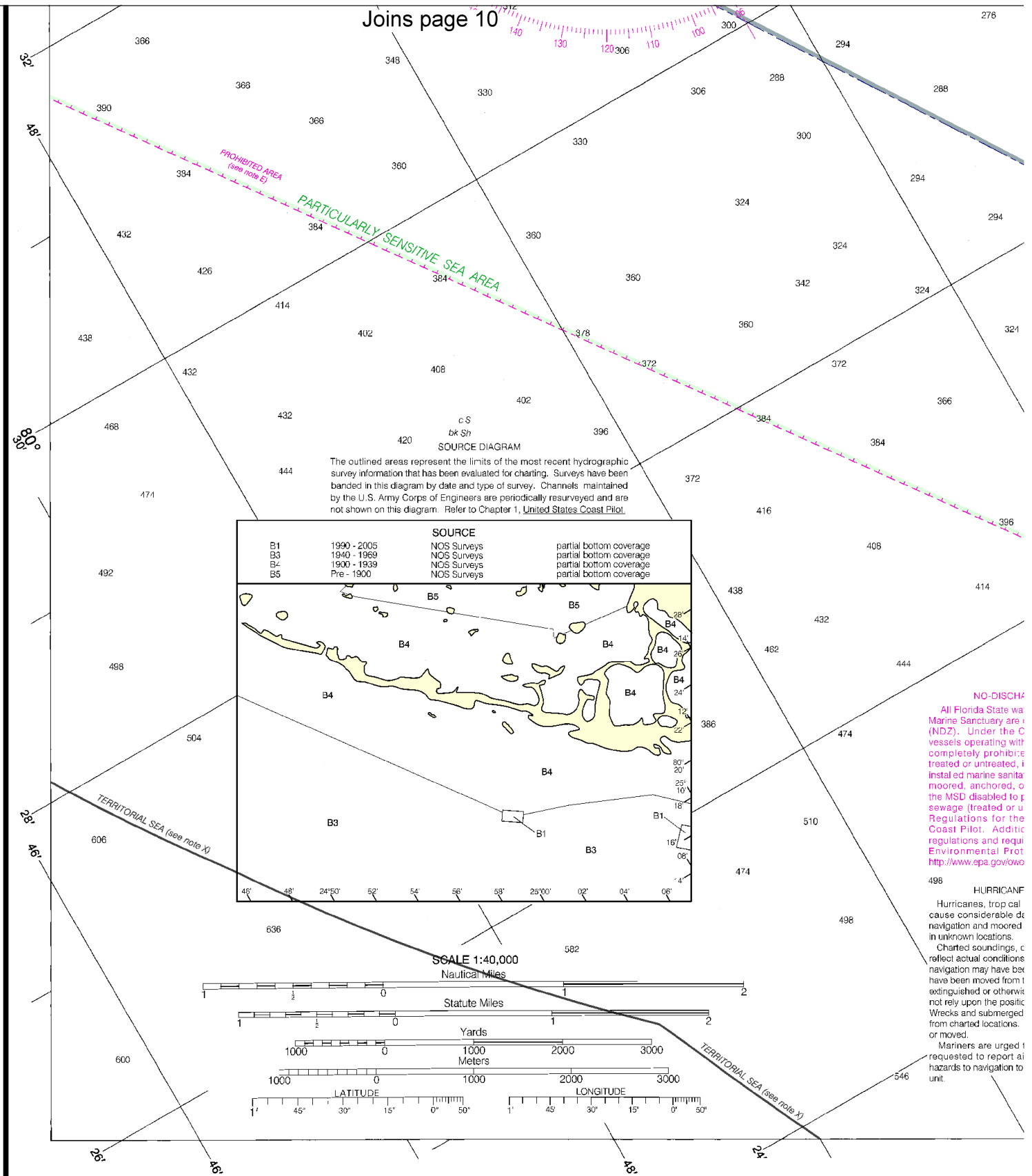
SCALE 1:40,000
Nautical Miles

See Note on page 5.









17th Ed., Apr. /06 ■ Corrected through NM Apr. 22/06
Corrected through LNM Apr. 18/06

11464

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard District to the dates shown in the lower left hand corner

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

252 FLORIDA KEYS
NATIONAL MARINE SANCTUARY
(protected area; 15 CFR 922: see note A)

NOTE Z
HARGE ZONE, 40 CFR 140
waters within the Florida Keys National e designated as a No-Discharge Zone e Clean Water Act, Section 312, all /within a No-Discharge Zone (NDZ) are /ried from discharging any sewage, e, into the waters. All vessels with an /itation device (MSD) that are navigating, e, or docked within a NDZ must have o prevent the overboard discharge of e untreated) or instal a holding tank. e NDZ are contained in the U.S. tional information concerning the equirements may be obtained from the ction Agency (EPA) website: www/oceans/regulatory/vessel Sewage/

NFS AND TROPICAL STORMS
al storms and other major storms may
damage to marine structures, aids to
and vessels, resulting in submerged debris

i, channel depths and shoreline may not
ins following these storms. Fixed aids to
been damaged or destroyed. Buoys may
in their charted positions, damaged, sunk,
wise made inoperative. Mariners should
tion or operation of an aid to navigation.
ed obstructions may have been displaced
s. Pipelines may have become uncovered

d to exercise extreme caution and are
aids to navigation discrepancies and
to the nearest United States Coast Guard

522

PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line. Highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

PROHIBITED
(see note
+ +)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ie National
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nal Ocean

LOGARITHMIC SPEED SCALE

To find SP right point x run (in any unit) and the other on minutes run. Without changing divider spread, place 1 units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

FLORIDA KEYS
NATIONAL MARINE SANCTUARY
(protected area; 15 CFR 922: see note A)

Joins page 17

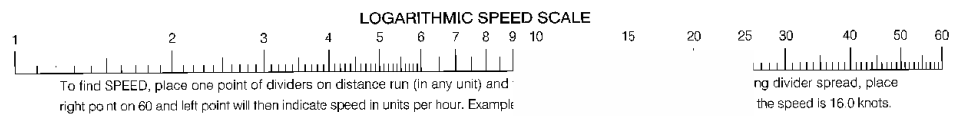
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PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

PARTICULARLY SENSITIVE SEA AREA

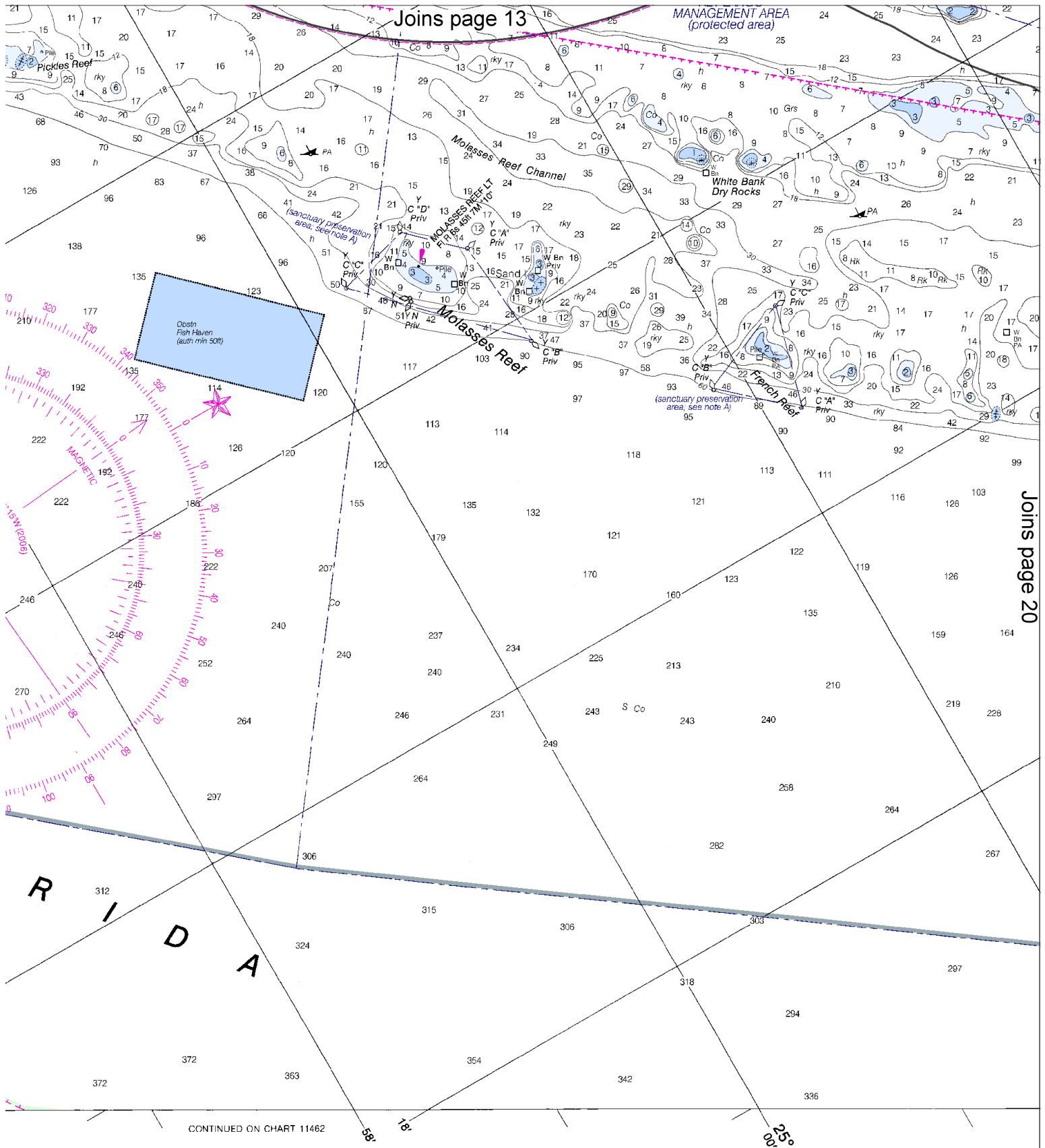
PROHIBITED AREA
(see note E)

solely on any single aid
ing aids. See U.S. Coast
lot for details.



U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST SURVEY





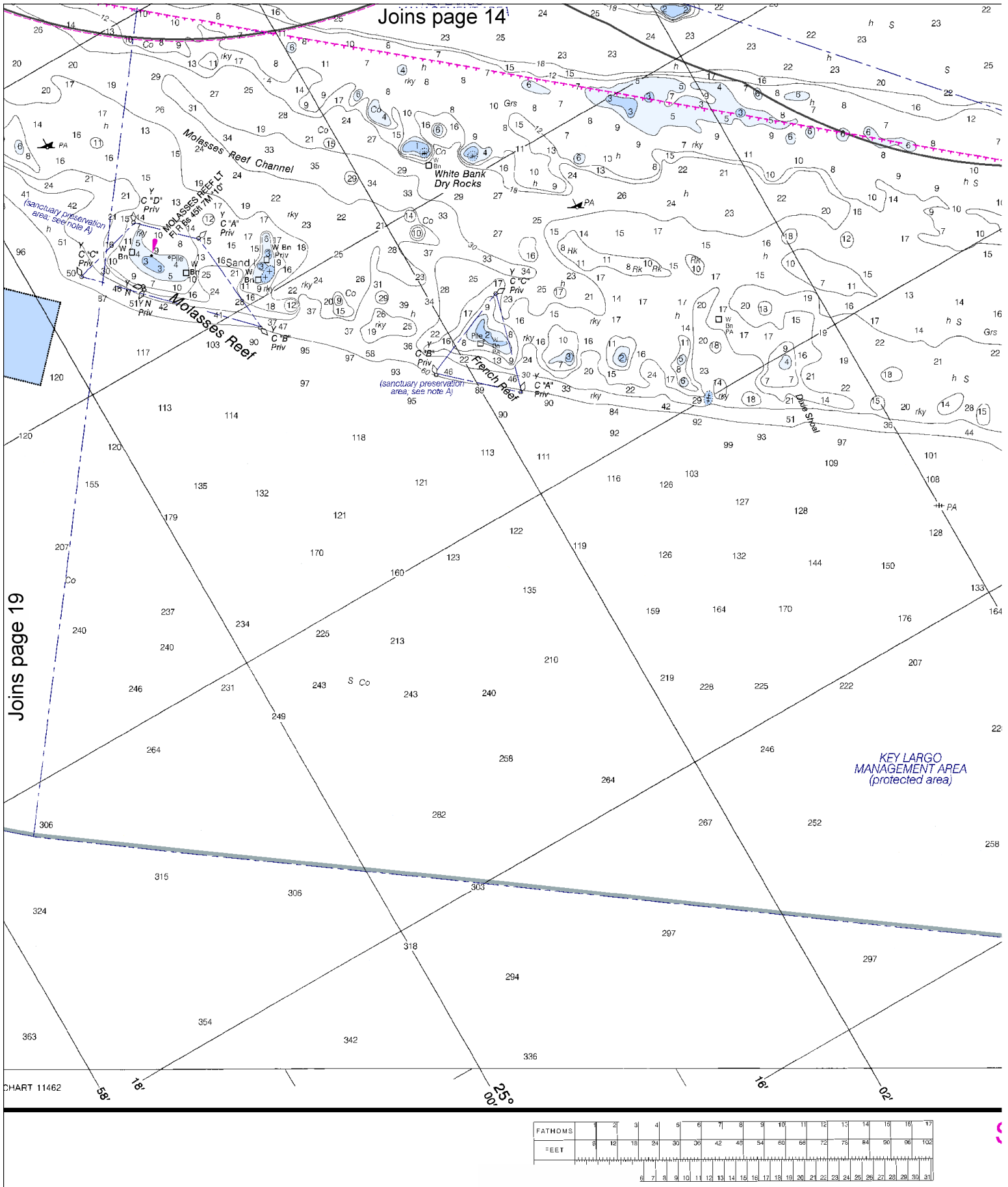
CONTINUED ON CHART 11462

F COMMERCE
PERIC ADMINISTRATION
SERVICE
IVEY

FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

Joins page 14

Joins page 19



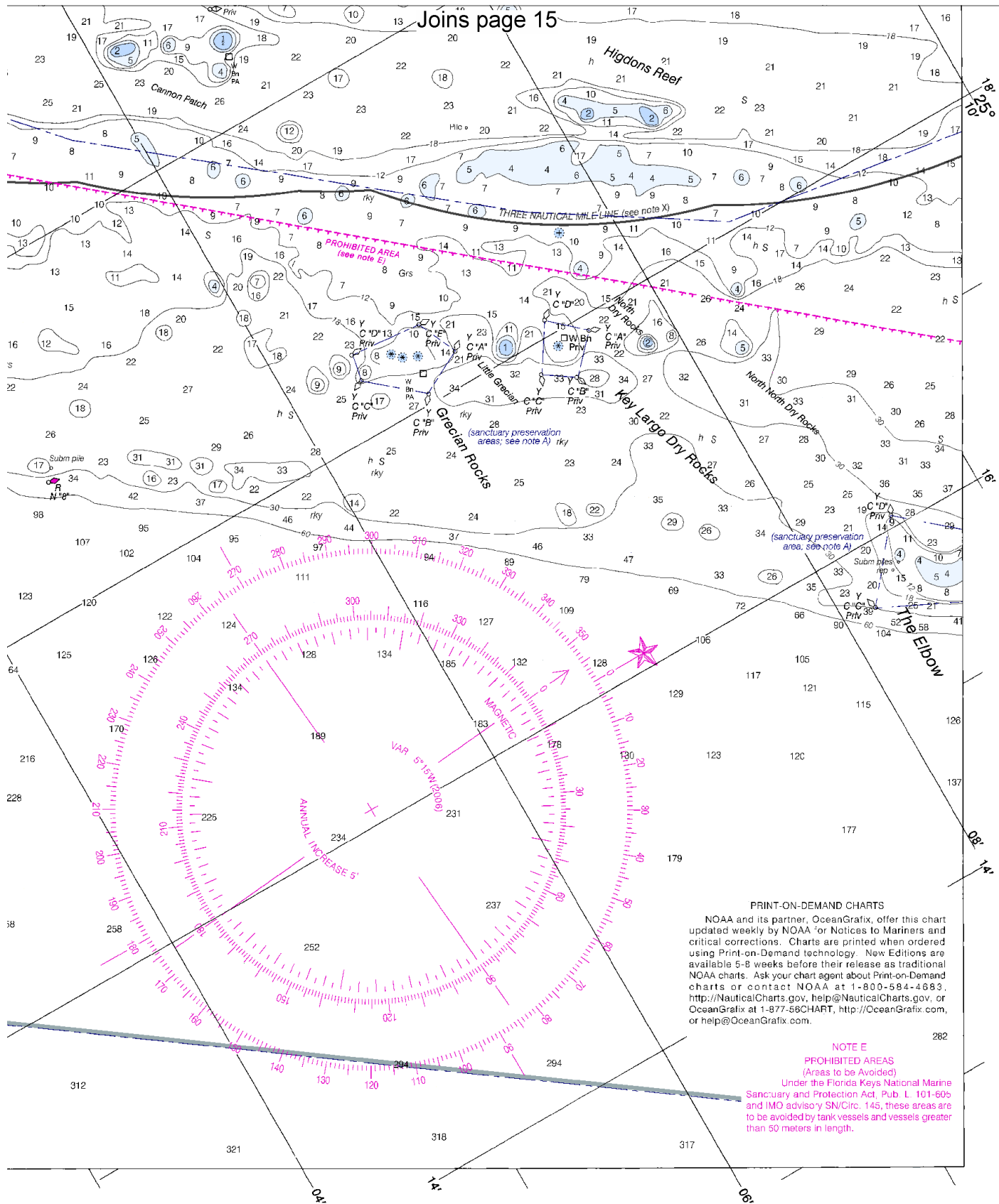
20

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NOTE E

PROHIBITED AREAS
(Areas to be Avoided)
Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

SOUNDINGS IN FEET

Blackwater Sound to Matecumbe
SOUNDINGS IN FEET - SCALE 1:40,000

11464

21



ED. NO. 17



NSN 7642014827655
NGA REFERENCE NO. 11XHA11464

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Miami Beach – 305-535-4472

Coast Guard Islamorada – 305-664-4404

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

